

Walking Audits

Walking audits are site inspections undertaken initially to review and determine problems along the streets. From the team's visit and the residents' input during the audit, the following conclusions were drawn:

The neighborhood is alive with playing children. People of all ages live in Wahiawa and are often outdoors, being active and socializing. There is a great sense of community pride as people share common Hawaiian values, and enjoy the central Oahu location. Wahiawa has a strong sense of identity. There is a great mix of ages and ethnic backgrounds and a significant military presence.



The main roads through the area (California and Glen Avenues, Dole, Rose) have a pavement width of 24 to 32 feet and a 50-foot right-of-way. No curbs or gutters are found on principal streets, but curbing is found on many neighborhood side streets. California and Glen Avenues have been characterized by residents as "speedways." Parking density on most streets is moderate.

California and Glen Avenues are wide enough to create a raceway effect through the neighborhood. Many crashes are reported at key intersections, such as Rose Street and California Avenue, at crossings near the

botanical garden and near schools. The roadway design encourages speeding. There are many walkers, skateboarders and bicyclists in the area and the heavy traffic makes it difficult for pedestrians to safely cross and use the roadway right-of way with ease and comfort.

Field observations indicate that traffic travels above the speed limit on all of the longer streets in the neighborhood.

Although residential streets in the neighborhood are commonly signed for 25 miles per hour, motorists often travel faster. Since the roads have little topographical variation and are generally straight, drivers feel comfortable traveling at speeds higher than what is posted.

During the walking audit, numerous residents were observed walking, bicycling, pushing strollers, jogging, skateboarding, going to the recreation centers, parks, retail businesses or waiting for transit. These types of trips allow people to enjoy their beautiful surroundings and interact with their neighbors while going about their business. These activities help build stronger communities and should be encouraged by pedestrian friendly and bicycle friendly street design.



Charrette Agenda

- I Introduction
- II Presentation
- III What are the Tools?
- IV Brainstorming the Big Problems
- V Voting on Priorities
- VI Design Tables
- VII Group Reports
- VIII Closing

An evening charrette was held on Tuesday, February 29, 2000 between 7:00 and 9:00 pm. Forty residents attended to learn the process, tools and applications of traffic calming. Following a presentation on traffic calming by Dan Burden, residents were asked to "Identify the Big Problems." Residents discussed the need to slow traffic at all cost for the safety of the children. Wahiawa neighbors addressed the speeding problems by using their own knowledge of the neighborhood and selecting a variety of traffic calming tools to generate solutions.



PUBLIC CONSENSUS

The Wahiawa neighborhood charrette provided sufficient direction to permit the design team to go forward with both the system development and conceptual design of various traffic calming features. The significant products of a successful charrette include:

1. Reaching neighborhood "ownership" of the problem.
2. Selecting and prioritizing specific projects within the identified neighborhood boundaries.
3. Developing consensus and a positive working relationship with the neighborhood board, elected officials and City and County staff to achieve early and appropriate reconstruction of roadways and intersections.

The following problems and potential solutions were identified:

The problems and locations identified by residents are:

- California Avenue and Rose Street intersection (difficult to exit Rose Street)
- California Avenue at Lutheran Trinity Church
- Glen Avenue @ Royal Palm and Uuku
- California Avenue and Glen Avenues (speeding, accidents, dangerous crosswalks)
- California Avenue and Catholic church
- Intersection of Glen Avenue, Uuku Street and Royal Palm Avenue
- Glen Avenue in front of Wahiawa Elementary
- Speeding on Rose Street (many accidents, property damage)
- Whitmore Avenue (Most dangerous) [Outside Study Area]
- Second entrance into Wahiawa from freeway [Outside Study Area]



A table design session followed. Residents worked in small groups around tables and identified the following potential action items on neighborhood maps. The residents' suggestions were handed over to the traffic calming engineers to determine the most effective treatment for each location.

- Roundabout at California and Rose
- Mini-Circle at Rose and Loko Drive
- Medians and curb extensions on Glen Avenue at Wahiawa Elementary School
- Medians and curb extension on California Avenue at Iliahi Elementary School
- Medians and curb extensions at High School
- Roundabout at Glen Avenue & Junction of Royal Palm and Uuku Street
- Roundabout at Uuku St. and California Ave.
- Medians and curb extensions on California Avenue at Lutheran Trinity Church
- Medians and curb extensions at Wahiawa Botanical Gardens suspension bridge (Glen Avenue and California Avenue)
- Medians at curves on California
- Add bike lanes to Glen Avenue and California Avenue (narrow travel lanes, reduce speeding)



STUDY AREA

Wahiawa is a rural community in Central Oahu. Schofield Barracks and Wheeler Army Airfield flank the Wahiawa neighborhood to the south. Although the surrounding land uses are primarily military, the community is cradled by Lake Wilson, which wraps elegantly around the perimeters of the neighborhood, protecting the community's rural character and identity. People are often outdoors enjoying the lush surroundings and pleasant climate. Many residents express great pride in the Wahiawa Botanical Gardens on the center of the neighborhood.

Note: Several residents attended from Whitmore Village, which is outside the study area. They identified speeding problems through the residential area, and difficulty crossing the road safely. Several of the tools specified in this report may be appropriate for Whitmore Village; this should be addressed in a future traffic calming effort.

